AUTOS ON BRIGHTON TRACK.

FIRST RACE MEET PRODUCES TIME SPORT BUT, NEW RECORDS.

special Car Built by Harvard Student Is Disqualified, but Makes New World's Figures for an Exhibition Mile-No Accident |During the Races

horseless race meet was held at the Brighton Beach running track for the first time yesterday afternoon. It was under the spices of the Long Island Automobile lub and was that organization's first meet a track. The occasion was devoid of any oldsion or exciting feature. Several new seconds were made, and the events were interesting to a crowd of about 3,500 persons but there were no close contests and nothing hat resembled real competitive sport of

The steam carriage built by a Harvard student. George Cannon, was the chief centre ninute 73-5 seconds made by him on a rial beats anything ever done by a steam chicle on track or road. The best former ord for one mile on a track is that of T. E. riffin at Chicago, I minute 39 seconds. The Je 1 minute 12 seconds, made on Island on May 31 this year. Young annon, an enthusiast who believes in tryog to demonstrate his theories while studywiped out both these figures yesterday nd had the sympathy of the crowd all the ternoon because he was barred from racing

the way of a surprise there appeared S. Harkness with a new French machine. to days ago and is the first that Mr. Harkknown to have owned. It proved to he the fastest machine in any of the races, and was handled by its owner in a way to make rolessional chauffeurs stare. He shaved the orners as a Fournier, running so close to the infield tence that it would have been shocking infield ience that it would have been shocking if it had not been admirable. In the five-mile avent, when this machine of forty-five horse power was pitted against Percy Owne's American-made car of twenty-horse power, the French car made new records for every mile of twe, so far as heavy automobiles on the track are concerned in competition.

five-mile event for light gasolene car-

can-made car of twenty-horse power, the French car made new records for every mile of fve, so far as heavy automobiles on the grack are concerned in competition.

In the five-mile event for light gasolene carson under 1,600 pounds.

There was a great deal of delay and disappointment about the meet Not more than half of the thirty machines entered reported to the starter and two interesting events were declared off. One of these was the twenty-five-mile race with lap prizes in spite of this there were long pauses between the races and the finish was late. There eas not a single close finish during the aftermoon, if one expects the pursuit race, in which the winner had to overtake the others on the whole, the affair was not voted a success, even by the enthusiasts. The entry list was shy of several important machines and ime one sensational car that was on hand was not allowed to compete.

The crowd on hand was one partly fashionable and a number of well-known drivers and turinen mingled with the throng. The hetting ring and the paddock were filled with the machines of visitors who had tooted to the neet. The only horse in sight was a sorry-faced mag hitched to an ambulance that was kept standing in the paddock next to the track rail. The face of the animal was kept toward the track and he had to watch the motor cars go around and had to smell the gasolene. He did not seem interested One of the officials of the meet remarked that the ambulance was the only vehicle at the track concerning the horse power of which there was no question.

The most exciting incidents of the day happened before the races were started in the forencon, while H. C. Smith was specially and the proposed property of the first event came a divide the day and the property of the first event was pretty well wrecked, the front axie being broken and the body badly damaged. While on the way to the races a gasolene carriages he was not not and the summary of the animal was hordered by the property of the machine of the two hearts of the machine be his car really was controlled by one man. Marsalis, and that all he did was to steer. The Cannon car is somewhat suggestive of the Baker electric freak that caused the estastrophe on Staten Island on May 31. It is a low, rakish skeleton frame with a holler three feet in diameter in the middle from which a big smokestack projects and points backward at an angle. The wheels are only 25 inches in diameter and are higher than the main floor of the frame. In front there is one seat behind a steering wheel and behind the boiler in a seat for the engineer. Both the seats are elevated and are intended to the seats are called and are not enclosed, as was the case in the Baker freak. The prow of the machine suggests a low catcher. When this vehicle ran around the track a mile in timinute 73-5 seconds, the throttle valve was opened only one-lourth the way. Cannon says he never has dared to throw it wide open.

The other freakish machine in the contests was the steam carriage of J. W. Howard, built at Trenton for the purpose of experimenting. It is a curious-looking, homemade affair, but has a number of novel features that interested the mechanical sharps at the track.

One-mile heat race, for vehicles under 1,500 pounds.—First heat, astem carriage of property of the pr

One mile heat race, for vehicles under 1,500 pounds.—First heat, steam carriages, won by Thomas Holden, Jr., locomobile, 800 pounds; time, 2 minutes 1 second. L. E. Holden, locomobile, 800 pounds, second; time, 2 minutes 27 2-5 seconds, 1.4 Hopkins, locomobile, 850 pounds, third; time, 2 minutes 38 1-5 seconds. Second heat, gasolene whicles—Won by C. J. Wridgway, Peerless, 1,400 pounds; time, 1 minute 39 1-5 seconds, Jacques longievez, De Dion, 800 pounds, second; time, limite 58 1-5 seconds. L. E. Holden, Waltham, 90 pounds, third; time not taken. Holden finished three eighths of a mile behind Wridgway. Final heat for winners won by C. J. Wridgway, Pholone, Peerless, 1,400 pounds; time, 1 minute. 30 seconds. One mile heat race, for vehicles, under 1.500

Assones. Peerless, 1,400 pounds; time, 1 minute. Seconds.

Ten. Mile Free-for-All.—Won by H. S. Harkness, Mercedes, gasoiene, 2,130 pounds; time, 11 minutes. Marcedes, gasoiene, 2,130 pounds; time, 11 minutes. Marcedes, gasoiene, 1,400 pounds, third. Won by one and three quarter miles.

One mile exhibition against time by J. W. Howard, steam. Time, 1 minute 93-5 seconds.

Five Mile race for gasoiene vehicles between and 2,000 pounds—Won by F. A. La Roche, barracq. Percy Owen, Winton, second: Time by miles, 1 minute 24 seconds, 2 minutes 42 seconds, 3 minutes 39-5 seconds, 6 minutes 39-5 seconds, 6 minutes 39-5 seconds, 6 minutes 30-5 seconds, 6 minutes 30-5 seconds, 7 minutes 30-5 seconds, 8 minutes 30-5 seconds.

Five miles for steam vehicles, all weights—Won by J. W. Howard, 1,400 pounds. Howard: Thomas Minutes Messonds. Time, 9 minutes 5 seconds. Five miles, for gasolene vehicles under 1,000 pounds. When by J. Longuevez, Di Dion-Bouton: F. Holden, Orient, second: Time, 8 minutes

Unlimited Purnit Race—Won at 4½ miles by Unlimited Purnit Race—Won at 4½ miles by H. S. Harkness, gasolene, Mercedes: J. W. Howard, steam, second F. A. La Roche, gasolene, Derracq, hird. Time, 6 minutes 18 seconds.

Obstacle Race—Won by W. F. Murphy, steam, Decomobile. Time, 1 minute, 31 1-5 seconds.

Titals Against Time by G. C. Cannon and H. S. E. Harkness In steam vehicles. Cannon's time, 1 minute 13 5 seconds.

Rob Armstrong Returns From England. Bob Armstrong, the big negro heavy-reight, and Larry Temple of Cincinnati,

nother colored pugilist, have arrived from England Armstrong had only one bout abroad and that was against Denver Ed Martin on July 25 in London Armstrong says that he was beaten fairly in the fight.

says that he was beaten fairly in the fight, but is anxious to meet his conqueror again. He expects to arrange a mill with Martin when the latter returns to this country in company with Billy Madden and Gus Ruhlin. At matrong says that Martin has improved wonderfully since he defeated him at he Lenox A.C. this city, about four years ago, and that he can make any of the big fellows bustle. Armstrong further says that he was treated all right by the British sports and that he likes England very well. He expects to return to the other side in company with Temple either in November or December next.

ATALANTA'S REGATTA. Oldest Rowing Club on the Harlem Celebrates Fifty-fourth Anniversary.

The Atalanta Boat Club, the oldest rowing club in this district, celebrated its fifty-fourth anniversary on the Harlem River yesterday y a regatta and dance. The course was between the new Lenox Avenue Bridge and the boathouse float. All the races were about half a mile in length and were rowed with a strong tide and against a light breeze. The trial heats in the singles and doubles were rowed on Thursday and Friday and owing to the carelessness of the management every one was at sea as to who were qualified for the finals or who were not. A full quota of club members turned out to conspirit right through the programme. The weather was fine and in every way suited to an aquatic carnival.

SENTOR SINGLE GIGS. W. Mulcahy, W. Mulcare.

For a couple of hundred yards the veteran Melcare was "working buttonholes" with his sliding seat and held Mulcahy At the quarter mile mark Mulcahy let out and won by two lengths. Time, 3 minutes 5 seconds. SINGLE GIGS -"ADMIRAL'S MEDAL.

W. G. Federiein, F. X. McCormick, C. W. Randolph, J. V. Handall, J. B. Mercadante, L. W. Grayley, John Rumpf, J. J. Dempsey, M. J. Mulhear, E. H. Costello, Robert J. Owens, Harold C. Hansen, E. S. Innet, L. DeB. Handley, W. T. Russel Frederick Kloepfer, W. M. Varley. Frederick Kloepfer, W. M. Varley.

The lot were divided into three heats, which were rowed on Friday evening. Owens got left at the start and the other six got away evenly. At half the distance Federlein spurted and showed to the front, but he shot his boit too soon and Varley overhauled him and won by a length. Varley's time, 2 minutes 40 seconds, Federlein's, 2 minutes 43 seconds.

SINGLE GIGS, NOVICE -CAPTAIN'S MEDAL E. V. Kean, H. P. Cunningham, Charles W. Ran-dolph, Robert J. Owens, Harold C. Hansen, Richard Fernsterer, John Rumpf, R. H. Addleman, Fred-erick H. Rippe, C. V. Henkel, F. Grasmuck, H. M. Childs, A. P. McCosker.

Childs, A. P. McCosker.

Five men qualified for the final—Owen, Childs, Grasmuck, Fernsterer, Rumpf. Owen was best away, but Grasmuck spurted facing the quarter mark. Three hundred yards from the finish Fernsterer came along pretty fast and won by a length and a half. Winner's time, 2 minutes 35 seconds; time of the second man, 2 minutes 40 seconds. DOUBLE GIOS.

Crew No. 1 1. B. Mercante, bow; E. H. Costello, stroke.
Crew No. 2—Robert J. Owen, bow; Fred P. Kafka,
stroke.
Crew No. 3—Charles W. Randolph, bow; W. T.
Russeil, stroke.
Crew No. 4—Richard Fernsterer, bow; C. H. Baldwin, stroke.
Crew No. 5—W. M. Varley, bow; John Rumpf,
stroke. stroke. Crew No. 6—David Brown, bow; J. V. Randail, stroke. Crew No. 7—C. E. Missen, bow; F. X. McCormick, Crew No. 8-John O'Connell, bow: Fred Gras Stroke.

Out of the trials, Crews Nos. 5, 4, 10, 2 and 5 qualified for the final. On the first attempt at a race Crew No. 10 fouled 2 and 8 and they were all recalled. The next time sway Crew No. 8 was left at the post and after rowing about a dozen blades full. Mulcahy and Holloway took the lead and were never headed. Time, 2 minutes 15 seconds. There was a dead heat for second place between Crews No. 5 and No. 9. Time, 2 minutes 20 seconds. Crew No. 4 was fouled by an upset shell and had to stop at half the distance.

POUR-OARRO 0108.

POUR-OARRD GIOS.

Crew No. 1, Red—J. J. Dempsey, bow; E. W. Gaillard, No. 2; F. Grasmuck, No. 3; J. V. Randall. stroke; C. A. Beeck, Jr., coxswain.
Crew No. 2; White—Charles E. Nissen, bow; M. H. Segnitz, No. 2; E. H. Costello, No. 3; W. B. Westerfield, stroke; F. H. McCormick, coxswain. Crew No. 3, Blue—Fred P. Kafka, bow; W. T. Russell, No. 2; J. McCormick, No. 3; E. W. Zender, stroke; H. P. Cunningham, coxswain.
Crew No. 4, Black—J. J. Mulcahy, bow; H. Hern, No. 2; C. W. Randolph, No. 3; W. Mulcare, stroke; Frank R. Potter, coxswain.
Crew No. 5, Yellow—W. M. Varley, bow; I. A. Holloway, No. 2; Richard Fernsterer, No. 3; John Rumpf, stroke; F. H. Rippe, coxswain.
Crew No. 6, Green—John O'Conneil, bow; L. W. Grayley, No. 2; I. B. Mercadante, No. 3; H. L. Hoering, stroke; E. S. Innet, coxswain.
After fiddling around the start for half ring, stroke; E. S. Innet, coaswain.

After fiddling around the start for half an hour the crews were sent badly on their journey. Crews Nos. 4 and 5 fouled each other after going about 100 yards. Then crew No. 3 assumed command and rowing a straight course won by a narrow margin from crew No. 4. Winners' time, 1 minute 59 seconds. Time of the second crew, 2 minutes 1 second.

EIGHT-OARED SHELL Orew No. 1.—W. Goepfert, stroke; M. H. Segritz, No. 7; E. S. Innet, No. 6; R. J. Owens, No. 5; Dr. A. C. Bardes, No. 4; Frank R. Potter, No. 5; E. Smith, No. 2; Fred P. Kafka, bow; George M. Young, A. C. Bardes, No. 4: Frank R. Potter, No. 3: E. N. Smith, No. 2: Fred P. Kafka, bow; George M. Young, Colswald.

Orew No. 2.—Joseph V. Randall, stroke; E. W. Galilard, No. 7: W. G. Federlein, No. 6: I. B. Mercadente, No. 5: Charles W. Randolph, No. 4: F. Grossman, No. 3: David Brown, No. 2: H. W. Shonard, bow; C. A. Beeck, Jr., cokswain.

Orew No. 3.—J. J. Mulcahey, stroke; W. M. Varley, No. 7: W. Y. Russell, No. 6: John Rumpf, No. 5: H. L. Hoering, No. 4: L. W. Grayley, No. 3: F. H. McCormick, No. 2: W. P. Grossman, bow; F. H. Ripple, colswall, No. 6: John Rumpf, No. 6: Allolloway, No. 7: W. B. Westerfield, No. 6: Richard, H. G. W. S. S. H. Costello, No. 2: Elwood H. Randolph, bow; E. V. Kean, colswall, Crew No. 6.—J. F. O'Connell, stroke; J. J. Dempsy, No. 7: J. McCormick, No. 6: A. P. McCosker, No. 3: Frank D. Tabsley, No. 2: I. T. Gilligan, bow; H. Bressheak, colswall, Crews No. 8: 1 and 2 got the best of the start.

H. Brevsheak, coasweln.

Crows Nes 1 and 2 got the best of the start and rowing bow and bow they soon drew away from the others. About 100 yards from the finish No 1 gained a slight advantage and finally won by about a quarter of a length. Winner's time, 1 minute 50 seconds.

No 2's time, 1 minute 52 seconds.

EIGHT-OARED BARGE. Crew No. 1.—W Guepfert, stroke: F. P. Kafka. No. 7: A. C. Bardes, No. 6: H. Herm, No. 6: J. McCormick, No. 4: C. H. Baidwin, No. 3: David Bauer, No. 2: Enoch G. Lobb, bow; Walter H. Wagstaff, coxawain.
Crew No. 2.—J. J. Mulcahy, stroke: F. H. Ripple, No. 7: I. A. Holloway, No. 6: W. B. Westerfield, No. 5: J. W. Rumpf, No. 4: R. W. Shonard, No. 3: J. Fast, No. 2: H. L. Hoering, bow; Elwood H. Randolph, coxawain.

coxswain.

Crew No. 3.—J. T. O'Connell, stroke: E. J. Gallagher, No. 7: E. W. Zender, No. 6: F. Grasmuck, No. 5:
E. S. Innet, No. 4: Frank D. Tansley, No. 3: C. V.
Henkel, No. 2: W. J. Snyder, bow: E. V. Kean, coxswaln.
Crew No. 4.—Joseph V. Randall, stroke: E. W. Gaillard, No. 7; W. M. Varley, No. 6; W. T. Russell, No. 5; I. B. Mercadente, No. 4; C. A. Beeck, Jr., No. 3; David Bauer, No. 2; T. Beraza, bow; T. Van Raden, Coxwaln.
Crew No. 5.—Charles E. Nissen, stroke; Robert J. Owens, No. 7; R. Ferstiver, No. 6; Charles W. Randelph, No. 5; Haroid C. Hansen, No. 4; H. P. Cunningham, No. 3; Frank R. Potter, No. 2; J. P. T. Woodlin, bow; J. McCormick, coxswain. woodlin, now; J. Mccormick, colawain.
Each boat carried eight women and there
was lots of excitement at the crack of the
pistol. Crews No. 3 and 1 singled out and a
capital race ensued to the finish, No. 3 winning
by five feet from No. 1. Time, 2 minutes

10 seconds. Gowan Wins at Oyster Bay.

The Gowan, a Seawanhaka knockabout owned by Francis G. Stewart, won a special race for club knockabouts off the Seawanhaka Corinthian Yacht Club house at Oyster haka Corinthian Yacht Club house at Oyster Bay yesterday afternoon. The race was sailed in a northerly wind and the yachts raced over course 3. There were five starters and the Bobs finished second. The start was made at 3:30 o'clock.

Yacht and Owner.
Gowan, F. G. Stewart.
Bobs, W. A. W. Stewart.
Vagrant, V. W. Brown.
Heron, F. R. Coudert, Jr.
Lucille, H. H. Landon.

Hughy McPadden's Sweeping Defi Featherweights.

Robert J. Bruce, who used to run the Sampson A. C. of Brooklyn, visited THE SEN office last night and left a challenge on behalf of Hughy McPadden of Brooklyn to meet any lad weighing from 120 to 127 pounds. Bruce lad weighing from 120 to 127 pounds. Bruce in his defi says: "McPadden, after a long rest, is ready to fight again. I am prepared to match him against either Dave Sullivan, Tim Callahan, Benny Yaeger, the Tipton Slasher or any other puglist scaling from 120 to 127 pounds. I mean business and will be ready to post a reasonable forfeit as soon as I see that there is any chance to arrange a fight. I can be found any day at 1364 Broadway, and a letter sent to this address, if business is meant, will receive immediate response."

To Arrange a Battle for the Bantam Title. An offer has been made by a club in Louisville for a 20-round bout between Harry Forbes of Chicago, the holder of the bantam championship of America, and Gus Bezenah. championship of America, and Gus Bezenah, the crack Cincinnati fighter, for the title Charles Dickens, the fistic promoter of Louisville, who is now negotiating to open a club in that city, has sent word to Bezenah asking him to box Forbes, and wants the mill to be decided some time next month Bezenah is satisfied to go on with the combat provided the purse is large enough. He has also received an offer to go to San Francisco and meet some of the bantams there in October.

When You Go Away take New York with you. You will find it all in The Sun and Evening Sun.-Adv.

SCHAEFFER'S GREAT SWIMMING. Quaker Boy Distances All Competitors

in Championships and Breaks Records. The second section of the A. A. U. swimming championship was held at Travers Island yesterday and the meeting was made memorable by the work of E. Carroll Schaeffer of Pennsylvania. The Quaker, whose American records and championships outnumber his years, won the quarter-mile and mile, and established a new batch of records which will exceeding y tax the compiler of aquatic annals. Not a very large crowd of spectators turned out to see the races. They were prin-

cipally club members and their friends. The course was 110 yards long across a tidal salt water from the yacht house float toward Glen Island. The water the swimmers said was a trifle chilly for real fast going, but after all it had little effect on Schaeffer's stroke. The quarter-mile championship was the first event on the card and out of an entry of ten only four-Schaeffer, Ruberl, Goodwin and Benson-faced the starter With the flash of the pistol the quartet bounded from the float, but Ruberl hir the

Wable finished in 29 minutes 82-5 seconds, and Wenck's time was 30 minutes 22 2-5. James E. Smilivan, secretary of the A.A. Uwas referee and he was assisted by such able officials as H. E. Buermeyer, Robert Stoll and Harry Lyons of the New York A. C. E. J. Gianinni acted as starter.

440 Yard Championship—Won by E. C. Schaeffer, unattached, Charles Rubert, New York A. C., second. Budd Goodwin, Knickerbocker A. C., thred. Time, 6 minutes 18 1-5 seconds; new American record.

Time, 6 minutes 18 1-5 seconds; new American record.

270 Vard Handicap—Won by T. E. Kitching, Jr., New York A. C., 5 seconds; F. W. Vuite, Pawner A. C., 18 seconds, second. L. DeB. Handley, Knicker-bocker A. C., 10 seconds, third. Time, 3 minutes 24 5 seconds.

110 Vard Novice—Won by D. S. Carter, Knicker-bocker A. C.; H. E. Ryan, Pawner A. C., second: T. J. Echenerria, New York A. C., third. Time, I minute 27 4 5 seconds.

One-Mile Championship—Won by B. C. Schaeffer, unattached. Otto Wahle, New York A. C., second: Fred A. Wenck, New York A. C., third. Time, 28 minutes 14 3-5 seconds.

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